

NOTICES

HONGKONG ICE CO., LTD.

THE THIRTY-SIXTH ORDINARY ANNUAL MEETING of Shareholders will be held at the Offices of the General Managers at 1130 A.M. on WEDNESDAY 28th instant, to receive a Statement of the Company's Accounts to 31st December, 1916, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to 28th inst., both days inclusive.

JARDINE, MATHESON & CO., LTD.
General Managers.
Hongkong, 8th March, 1917

GREEN ISLAND CEMENT COMPANY, LIMITED,
AND REDUCED.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held at the Offices of the Company, St. George's Buildings, Chater Road, Victoria, Hongkong, on TUESDAY, the 27th day of March, 1917, at 11:30 A.M. for the purpose of receiving a statement of accounts and the report of the Directors for the year ending 31st December, 1916 and declaring a Dividend.

By Order of the
BOARD OF DIRECTORS.
Hongkong, 6th March, 1917.

NOTICE

WE have been appointed by Messrs. McKesson & Robbins, Inc., of New York, to be their Sole Agents for Hongkong, Macao, Kwong Chow Wan and South China, for the sale of Drugs, Chemicals, Druggists' Sundries and kindred goods.

THE HONGKONG
MERCANTILE CO., LTD.
Hongkong, 7th March, 1917.

G. R.

Any European, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

Applicants will be required to produce Passports or identification papers. All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

For the best Meals, Refreshments, Bread, Cakes and Confectionery at before-the-war prices. ALEXANDRA CAFE.

LONDON DIRECTORY.

(Published Annually)
Enables readers throughout the world to communicate direct with English MANUFACTURERS & DEALERS in each class of goods. Besides being a complete commercial guide to London & its suburbs, the directory contains lists of

EXPORT MERCHANTS with the Goods they ship, and the Colonial and Foreign Markets they supply;

STEAMSHIP LINES arranged under the ports to which they sail, and indicating the approximate sailing;

PROVINCIAL TRADE NOTICES of leading Manufacturers, Merchants, etc., in the principal provincial towns & industrial centres of the United Kingdom. A copy of the current edition will be forwarded, freight paid, on receipt of Postal Order, 2/6.

Dealers, seeking Agencies can advertise their trade cards for 2/-, or larger advertisements from 3/-.

THE LONDON DIRECTORY CO., LTD.
25, Abchurch Lane, London, E.C.

DO YOU SUFFER

from any SKIN or BLOOD DISEASE?
Clark's Blood Mixture
Cures all skin and blood diseases, including eczema, psoriasis, dandruff, itching, and all other skin ailments. It is a powerful purifier of the blood and a general tonic for the system.

NOTICES

The Entertainer
that never fails.

Fill your
leisure hours
with the
pleasures of a
Victrola



All the world's best music is
yours with a Victrola.

MOUTRIE'S

EXCLUSIVE AGENTS.



N. LAZARUS.

OPHTHALMIC OPTICIAN.

THE ONLY
EUROPEAN OPTICIAN
IN THE COLONY.

DOCTORS' PRESCRIPTIONS ACCURATELY FILLED.

N. LAZARUS,

NOTE THE ADDRESS, OPHTHALMIC OPTICIAN
26, QUEEN'S ROAD CENTRAL.

DRAGON MOTOR CAR CO.

MOTOR CARS FOR HIRE & SALE.
PROMPT SERVICE.

Sole Distributors for South China and Macao for the
OVERLAND and HUDSON Motor Cars, the TRUMBULL
Cycle Car, NEW COMET and the HARLEY
DAVIDSON Motor Cycles.

KOWLOON BRANCH, 26, NATHAN ROAD. TEL. 426.

PROPRIETOR, C. LAURITSEN. Tel. 482.

"THISTLE" BRAND
HAMS. BACON.

KNOWN
EVERYWHERE
FOR THEIR
UNIFORM
EXCELLENCE



SPECIALLY
CURED
FOR
TROPICAL
MARKETS

TO BE FOUND ON THE BEST TABLES.

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-EIGHTH ORDINARY MEETING of Shareholders will be held at the Offices of the underigned, at NOON, on WEDNESDAY the 28th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th instant, both days inclusive.
JARDINE, MATHESON & CO., LTD.
General Managers,
Hongkong Fire Insurance Company, Limited.
Hongkong, 8th March, 1917.

MAN LOONG.

HIGH-CLASS PRESERVES, CIGARS AND TOBACCO MANUFACTURERS.
Factory at Yuenai

OFFICE: No. 34, Des Voeux Road, W.
Telephone, No. 177 & K. 12.

WE are the leading Manufacturers in this class of Goods. Our Fruit & Ginger Jams are all made of the best fruit. Our Syrup is prepared from the best quality of Sugar. We give our special attention to the business and sanitary arrangements.

FREE TO ALL SUFFERERS

FREE TO ALL SUFFERERS from any SKIN or BLOOD DISEASE. Clark's Blood Mixture is a powerful purifier of the blood and a general tonic for the system. It cures all skin and blood diseases, including eczema, psoriasis, dandruff, itching, and all other skin ailments.

Prepaid Advertisements.

ONE CENT PER WORD
FOR EACH INSERTION.

TO BE LET.

TO BE LET.—HOUSES in An-tin Avenue, KOWLOON. Apply E. B. R. c/o E. D. Farrooh & Co.

TO LET.—From 1st May, 1916. OFFICES, 2nd Floor, St. George's Building. Apply to—SHEWAN, TOMES & CO.

TO BE LET.—Kowloon, FURNISHED or UNFURNISHED ROOM. Board if desired. Apply 6, Victoria View.

TO BE LET.—UNFURNISHED, NO. 2 MACDONNELL ROAD.—Apply: Johnson Stokes & Master, Princes Building.

TO BE LET at the Peak, furnished and newly painted inside, 3, STEWART TERRACE. Apply—H. E. Pollock, Prince's Buildings.

TO BE LET.—First class FURNISHED ROOMS, suitable for Single Men, or Married Couples, with or without board. Electric Light and Bells. use of Telephone. Terms moderate. Tel. No. K 3. Apply T. E. Hall, Palace Hotel, Kowloon.

TO BE LET.—OFFICES at 2, Connaught Road, C. OFFICES in King's & York Buildings.

THE RETREAT No. 58 The Peak. HOUSES in Clifton Gardens, Conduit Road.

HOUSES in Broadwood & Moreton Terraces. HOUSES on Shameen, CANTON.

Apply to:—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO BE LET.—FOUR-ROOM-ED HOUSES in Gordon Terrace and Salisbury Avenue, and a "FLAT" in Humphreys Buildings, Kowloon.

TO LET OR FOR SALE.—Kowloon Marine Lot 48, with wharf, area 58,000 sq. ft., suitable for coal storage or erection of godowns.

Apply to:—HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings.

TO BE LET.

TO LET.—FIRST CLASS SHOP in Chater Road, next Moutrie's Lane at rear. Apply—Clark & Co.

WANTED.

WANTED.—A GIRL for TYPING and GENERAL OFFICE Work.—Apply to W. S. Bailey and Co., Kowloon.

WANTED.—WILLIAM'S CHINESE-ENGLISH DICTIONARY, second hand. Apply "K" c/o the Hongkong Telegraph.

WANTED.—A CAPABLE STENOGRAPHER with a knowledge of filing and general office work. Apply in writing, giving experience, age, reference and salary expected etc. Address Post Office Box No. 86, Hongkong.

FOR SALE.

MOTOR CARS, MOTOR CARS. 1917 Overland Touring Cars. 6 Cylinder. 7 Seater. Apply to GEO. P. LAMBERT, Duddell Street.

Hongkong 18th February, 1917

FOR SALE.—24 "12" Slazenger Tennis Racquets. 35 dozen "M & T" Superior Golf Balls. 10 dozen Slazenger Tennis Balls. 10 pieces back stop Tennis Netting. Apply: GEO. P. LAMBERT.

FOR SALE.—MODERN doublebarrelled, hammerless 12 bore GUN, by George Gibbs; practically new; with case and requisites complete, including 300 Cartridges. Price \$150.—Apply "D. E. F." c/o Hongkong Telegraph.

FOR SALE.—One 10 1/2 H.P. HORNSBY AEROYD OIL ENGINE complete with and coupled direct to one 6 K.W. Continuous Current Shunt Wound Dynamo of 50/10 volts with shunt regulator. ALSO One Ewitch-board for Accumulators Dynamo, &c., complete with instruments for 100 Amps. For further particulars apply to Messrs. Linstead & Davis, Alexandra Buildings. Hongkong 15th September, 1915.

NOTICES.

J. T. SHAW

TEL. 692.

DAY SHIRTS

MADE FROM HIGH-GRADE COTTON SHIRTINGS. IN A SMART RANGE OF NEAT STRIPES, STIFF OR DOUBLE CUFFS.

PRICE \$4.00 Each

6 FOR \$23.00.

HONGKONG HOTEL BUILDINGS.

LADIES AND GENTLEMEN

of Hongkong and Kowloon

Are Respectfully Requested to Send

NAME and ADDRESS

for publication (no charge) in the new

HONGKONG DOLLAR DIRECTORY.

Mail to P. O. Box 431, Hongkong, or deliver to

"DOLLAR DIRECTORY CO."

Agents: { KELLY & WALSH, BREWER & CO., Queen's Road.

J. R. FLYNN-ANDERSON, Publisher.

FRENCH LESSONS.

C. MOUSSON.

15, Morrison Hill Road.

NOTICES

IT IS THE QUALITY OF
"PALL MALL" CIGARETTES
THAT HAS BROUGHT THEM TO THE FRONT.

MORLEY'S
INDIA GAUZE
UNDERVESTS.

SUPERIOR QUALITIES.

Stocked in all Men's Sizes: 34 to 46 inch.

From \$1.25 to \$2.00 Each.

LANE, CRAWFORD & CO.

VAFIADIS'
EGYPTIAN CIGARETTES.

| | |
|------------------------------|--------|
| Imperial Bouquet per 100 | \$5.30 |
| Crown Prince " 100 | 4.65 |
| " " 50 | 2.35 |
| " " 10 | .50 |
| Extra Fine (Grand Format) 50 | 2.35 |
| Nectar " 50 | 2.35 |
| Yildiz " 25 | 1.10 |
| Club Size " 10 | .40 |
| Non Plus Ultra " 100 | 3.50 |
| " " 50 | 1.85 |
| Superline " 20 | .75 |
| " " 100 | 2.40 |
| " " 50 | 1.20 |

SOLE AGENTS—

HONGKONG CIGAR STORE.
HOTEL MANSIONS.

SMOKE THE POPULAR CIGARETTES

• M. C. C. •

CORK TIPPED. ... Per 100. \$1.50
GOLD ... " " \$1.50
PLAIN ... " " \$1.25

M.C.C. SPECIAL PLAIN TIPPED Per 20, 35 cents.

SOLE AGENT:—GRASCO-EGYPTIAN TOBACCO STORE.

The Grasco-Egyptian Tobacco Store has always in stock, from all the best Egyptian Cigarette manufacturers, such as: ...
Specials, Tabac Brothers, Westminster Specials, etc.

POPULAR PRICES.

REPAIRS I REPAIRS II REPAIRS III

CHRONOMETERS, CHRONOGRAPHS, REPEATERS
ALL DESCRIPTIONS OF HIGH GRADE WATCHES,
CLOCKS & INSTRUMENTS CLEANED & REPAIRED

AN ENGLISH WATCHMAKER.

ALL WORK DONE ON THE PREMISES.

JAMES STONE

PRACTICAL CHRONOMETER REPAIRER

NOTE THE ADDRESS:—

1 lb. Size for \$1.00

A. S. WATSON & CO., LTD.,
HONGKONG DISPENSARY.

Business correspondence should be sent to the Manager.

Telephone: No. 1 A.B.C., 5th edition. Western Union
Office address: 11, Ice House St.

HONGKONG, FRIDAY, MARCH 23, 1917.

We are more than usually interested in the announcement regarding the increase in the number of Trade Commissions, because, in the first place, this touches a matter which has been dealt with at great length in the series of absorbingly interesting articles which appeared in the *Telegraph* some little time back on "Practical Patriotism." The fact, too, that the Crown Colonies are to be affected by the increase naturally concerns us in Hongkong. But there are two points that strike us when contemplating the decision announced by Sir Albert Stanley. The first is the miserably inadequate nature of the increase; and the second, the absurdity of perpetuating existing arrangements by retaining the appointments, as is presumably being done, in the hands of the Board of Trade. Sixteen missionaries of commerce are obviously better than four, but does anyone in his senses imagine that the British Empire can be properly governed by that number of men? What is needed, of course, is that this whole business of British commercial expansion should be taken out of the hands of the Board of Trade, and, as "Morant" so strongly advocated, be made the special charge of a Ministry of Commerce. Already in Hongkong the Board of Trade is supposed, through the operation of most cumbersome machinery, to be of assistance to British men of commerce here, but in point of fact its services are practically, if not entirely, nil. And the same story can be told of other parts of Empire as well. In so far as they imply a recognition of the fact that reforms are necessary, the pronouncements of which we have taken note are encouraging, but the times call for far greater changes, including the scrapping of our existing antiquated machinery and the replacing of it by new. That is what we hope for from the assembling together in London of men representing the best brains of the whole Empire. And that alone will mean the future.

men clearly to understand that he deals with the French and the Belgians as so many Allies deal with him, and is fairly confident that he will convert his goings on somewhat later times. This poisoning wells, wanton burning of grand chateaux, carrying off of young men and maidens, and all other displays of cupidity to which we have been treated by Hoh of Potsdam and his satellites, may seem good-fancied to the Allies as not on German territory; but, if the Hun is allowed to realise that some bad characters of an hour are coming to him just directly, and feel sure that he will use his way to multiplying his present conduct.

Gardeners' Quarrel.
Four market gardeners, one a complainant and three defendants, were before Mr. C. D. Melborne, at the Police Court this morning, in connection with a dispute over some water. Their gardens are in the hills above Mount Nei Ohong, and the complainant, as he said was usual, asserted the common water supply over his plot early yesterday morning, but the others took exception to this, and high words were succeeded by blows, bamboo being used. The complainant was heavily lashed about the head. His Worship thought the men were to blame, and fined them all over in the sum of \$100.

On the 20th, Chaulsy was in the hands of the French, who at the same time advanced as far as Coupuy, a village less than 5 miles from St. Quentin to the S.E. of that town. The British army had now crossed the Arras-Bapaume road, and the Germans since then have been retreating on the Cambrai road. It cannot be expected that they will entrench themselves good on this road, for the intention on their own part would be full of menaces. Reiter telegrams suggested the straight line Lille, Douai, Cambrai, St. Quentin, La Fere, Leon and Rheims. Of course such a line is very tempting, because it consists of important towns; and the Germans could be extremely pleased to be left there quietly. It seems that the French are not of the same opinion—as they have of late taken Terguis! A great mean-
line under that name. There
is in fact a small point of

If, then, we look at the map we see that the German front is helpfully open. Beyond the line from Lille to Rheims, all the *fronts* and could enter the enemy is in the same direction as that the actual advances of the allies, so that they will be opening large cuts in the German positions. As for the railways, Lille, Valenciennes, and so on are big centers still remaining in the rear of the German lines, alongside the frontier of Belgium. So the Germans may be obliged to withdraw to these areas. If indeed they really need at the same time to shorten a connection with Western Europe, the next most formidable obstacle will be the natural barrier of the English Channel, the distance to the sea running from Antwerp to Dover through the Straits of Dover. Namur, Liege, Givet, Meuse, Sedan, and so on, are all in the rear of the German front, and it is not so difficult to see that the

TO-DAY'S MISCELLANY.

The United States is the world's third largest naval Power. Her principal warships are:-

| | |
|-------------------------|----|
| First-class Battleships | 42 |
| Armoured Cruisers | 10 |
| First-class Cruisers | 5 |
| Second-class Cruisers | 4 |
| Third-class Cruisers | 18 |

Although the standing American Army is a small one, the country has an enormous reserve to draw upon. The following are recent statistics:-

| | |
|---------------------|---------|
| Regular Army | 103,904 |
| Militia | 132,208 |
| Hospital Corps | 4,012 |
| Quartermaster Corps | 6,000 |

Total 246,124

The navy of the United States has, in its time, made at least two contributions of first-class importance to naval science, says the *Daily Chronicle*. The first steam vessel of war on record the *Demologos*, was built at New York by Robert Fulton in 1814, and completed just too late for use in the war with Great Britain, and half a century later the first ironclads, the *Merrimac* and the *Monitor*, were evolved by the combatants during the Civil War, completely changing the naval architecture of the war. The Americans, too, have played a considerable part in the evolution of the submarine.

The Commander-in-Chief of the American Navy entered the Naval Academy at Annapolis at the age of 15, graduated within the shortest period possible, and became an Admiral at an earlier age than any other American on record, states the *Chronicle*. "Admiral Mayo is neither big nor little physically," says his biographer. "He is a happy medium so far as size is concerned. His sandy hair is accompanied by eyes of deep blue, his mouth is firm, and his jaw deep-set and determined. His manner of speaking is deliberate and positive to a degree that sometimes creates on strangers the impression that he is flat-headed and more or less paralytic. As a matter of fact the Admiral is one of the biggest-hearted men in the navy, and one of the most popular among its officers."

The ancient grievance against our spelling was resurrected at a meeting of the Simplified Spelling Society, says the *Poll Mail Gazette*, and one of the speakers appealed to his hearers to touch up their correspondence in the light of the new fashion, and so pave the way for reform on the grand scale. One often wonders who the members of these spell-alike societies can be. Are they schoolboys who have felt acutely on the subject, or are they those who have grown to maturity without the spelling eye, but with the jealous determination not to be outdone by other people?

Sir William Plender, in a lengthy report, gives an account of his stewardship as supervisor of the German banks in this country, remarks the same journal. Whether there has been any unreasonable delay in winding up these concerns is a question which it would need a very close study of the details to answer. Judging from the time consumed in disposing of the affairs of very moderate estates in bankruptcy or under will, it may well be that the liquidation of a bank holding many millions of assets and liabilities must run into years. Sir William Plender makes it clear that "no business has been done by the banks other than what was necessary to complete transactions of a banking character entered into before August, 1914." It appears, however, that the internal management of the banks did not understand until January last that they were to be definitely wound up and put out of existence. That is a point upon which the late Government might well have made its intentions clear at an earlier date.

Billiards. In connection with the Palace Hotel billiards handicap, the semi-final is to be played to-night at 9 o'clock between Mr. Gray, Kowloon Dock champion, and Mr. Graham, Mr. Gray owes 250 and his opponent 50.

CORRESPONDENCE.

[The opinions expressed by correspondents are not necessarily those of the "Hongkong Telegraph."]

"MANILA NEWS."

[To the Editor of the "Hongkong Telegraph."]

Sir,—Under the above caption, you published a sub-editorial comment in your paper last evening, criticising the *Manila Daily Bulletin* for printing "a despatch from Hongkong" to the effect that 135 Britishers employed in various commercial establishments in Hongkong had been called to the colours in the past few days under the Compulsory Service Act.

I can fully appreciate your indignation at this untrue and foolish statement, but, as the fully accredited representative of the *Manila Bulletin*, I most respectfully ask you to disassociate me from any responsibility in the matter of this despatch I now hear of for the first time. I have no idea who can have been so misguided as to send such "news" to the *Manila Daily Bulletin*, which is the most conservative and reliable of all newspapers in Manila, and I have made a special point of communicating with my paper urging them to correct this lamentable mis-statement. This I am sure they will do, for the *Manila Daily Bulletin* is the very last paper in the Philippines that would consciously impugn the honour of those gallant young men who have left this Colony of their own free will, and at no little sacrifice, to serve their country, nor in any manner or form can the *Manila Daily Bulletin* be labelled "pro-German." In fact, I can assure you, of my personal knowledge, that the German Consul-General stormed and fumed at the mangling head of the paper, Mr. Carson Taylor, because he refused point blank to be bribed by German money.

I write as a loyal Britisher, and am proud to represent the *Manila Daily Bulletin*, an American paper that has played the game and not been afraid to lose thousands of dollars' worth of German advertising rather than surrender its editorial independence and pocket its known sympathy with the Allied Cause.

Yours etc.

J. B. FLYNN ANDERSON, Journalist.

Hongkong, March 23, 1917.

[We gladly publish Mr. Anderson's disclaimer, and would express our thanks to him for having pointed out to his paper the erroneous nature of the statement complained of.—Ed. H.K.T.]

THE OVERSEAS CLUB.

Hongkong Maintaining Three Beds.

Mr. J. J. Bryan, Hon. Corresponding Secretary in Hongkong for the Overseas Club, sends us a balance-sheet which was passed at a meeting of the Committee of the local branch last evening. This gives a detailed statement of the receipts and expenditure in connection with the movement for the support of "Hongkong" beds in Netley Hospital. It shows that a further sum of \$1,693.08 has been sent Home, this being sufficient to maintain three beds for a period of twelve months.

It is the intention of local members of the Overseas Club to support these beds until the end of the war.

JUST ONE AFTER DINNER

will prevent that uncomfortable heavy feeling and aid digestion. Two taken at bed-time dispel Constipation as gently as nature next morning.

PINKETTES

cure Biliousness, Sick Headaches, Liverishness, clear the complexion and sweeten the breath. Of all chemists, or post free for 60 cents the pinkettes from Dr. Williams' Medicine Co., 25 Beethoven Road, Shanghai.

NOTICE.

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that the Ordinary Yearly Meeting of Shareholders will be held in the office of the Company, 2, Queen's Buildings, Hongkong, on TUESDAY 27th, March, 1917, at 12 NOON, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st, December, 1916.

The Share Register and Transfer Books will be CLOSED from the 21st, to the 27th inst., both days inclusive.

By Order of the Board of Directors.

R. M. DYER, Chief Manager, Hongkong, 16th March, 1917.

ANOTHER MIRACLE

The miracles performed by LITTLE'S ORIENTAL BALM are almost countless. Men and women who have become crippled by the horrible agonies of Rheumatism are throwing away crutches, canes, and bandages, and walking free with elastic step. Rheumatism in the back or shoulders, in the arms or legs, can be instantly relieved and cured by this marvellous remedy. There is no doubt about it—no possible room for unbelief. LITTLE'S ORIENTAL BALM really and positively does cure Rheumatism. You may have exhausted the resources of the ordinary physician, and tried numerous so-called remedies in vain; but you need not despair or give up hope till you have tried LITTLE'S ORIENTAL BALM that most extraordinary curative agent in the treatment of Rheumatism. Thousands have been cured. It will cure your Rheumatism.

Sold at 1s. 6d. per bottle. Agents for Hongkong, Messrs. A. S. WATSON & Co., Ltd.

TO-DAY'S ADVERTISEMENTS.

TOYO KISEN KAISHA.

s.s. "NIPPON MARU."

From SAN FRANCISCO via HONOLULU, JAPAN PORTS & MANILA, P. I.

The above named Steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside. Cargo remaining undelivered on the 25th March, at 5 P.M., will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown.

Storage charges will be assessed on all cargo remaining undelivered on 25th March, at 5 P.M. No Fire Insurance whatever will be effected.

No Claim will be recognised after the Goods have left the Steamer or Godown.

All chafed and damaged cargo will be landed into the Company's Godown, where they will be examined on the 30th March, 1917, at 10 A.M.

No Claims will be recognised if filed after the 13th April, 1917.

T. DAIGO, Agent, Hongkong, 23rd March, 1917.

PUBLIC LECTURE.

A LECTURE, to which the public are cordially invited, on "The Political Backgrounds of the War," will be kindly given by Professor R. M. McElroy Ph.D. Head of the Department of History and Politics, Princeton University, U.S.A., at the City Hall on MONDAY next, the 26th March, at 5.15 P.M.

Sir William Rees Davies will take the Chair.

H. F. POLLOCK, Hon. Secretary, Hongkong Odd Volumes Society.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on FRIDAY, the 30th March, 1917,

commencing at 2.30 p.m. at No. 1, Gordon Terrace, Hanoi Road, Kowloon, A Quantity of Valuable Household Furniture.

(Full particulars from catalogue) On view from Thursday, the 29th, last.

Terms—Cash on delivery. GEO. P. LAMBERT, Auctioneer.

WANTED.

WANTED.—BERTH AS MASTER on Coastal or Ocean-going steamer. First class references. Apply Box 1467 c/o "Hongkong Telegraph."

DAIRY FARM NEWS.

CORNED BEEF

AND

CORNED PORK.

PUT UP IN KEGS

and BARRELS

FOR

EXPORT OR STEAMERS' USE.

NOTICES.

HONGKONG GENERAL CHAMBER OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

A CLASS for "Beginners" will commence on MONDAY 2nd April, 1917.

Application for enrolment should be made to the undersigned as early as possible.

By Order, E. A. M. WILLIAMS, Secretary, Hongkong, 15th March, 1917.

WAR LOANS INVESTMENT TRUST OF MALAYA.

(Incorporated in the Federated Malay States)

CAPITAL—\$6,000,000.—

In shares of \$10.—each (Straits currency) fully paid.

THE Shares bear interest at the rate of 6% per annum which together with repayment of capital in full on liquidation is guaranteed by the Government of the Federated Malay States. Interest accrues from the 1st day of the month following the date on which subscriptions are received and will be paid half yearly on 1st January and on 1st July. Copies of the prospectus and forms of applications for shares can be obtained from and subscriptions will be received by, any of the following Banks.

The Chartered Bank of India, China, & Ceylon.

The Hongkong & Shanghai Banking Corporation.

The Mercantile Bank of India Ltd.

THE HONGKONG ELECTRIC CO. LTD. NOTICE.

The special attention of the Public is directed to the undermentioned Regulations which form part of the Regulations made by the Governor in Council under Sect. 3 of the Electricity Supply Ordinance, 1911, on the 15th March, 1917.

33.—"Any person making any addition to any electrical installation connected to the Company's main without obtaining the written consent of the company therefor shall be liable to a penalty not exceeding \$100 for every such addition."

34.—"Any consumer upon whose premises any such addition shall be found shall be liable to a penalty not exceeding \$100 for every day or part of a day during which such addition shall have been in existence. In this regulation "Consumer" means the person in whose name the contract for the supply of electricity to such premises was made with the Company, or if there be no such person, the principal tenant or person in actual occupation of the premises in which such addition shall be found."

Having regard to the possibility of a breakdown of the Company's present plant through unauthorised additions to existing installations, the Public is earnestly requested to co-operate with the Company by bringing to the Company's notice any contraventions of the above regulations.

Dated this 20th day of March, 1917. GIBB, LIVINGSTON & CO., Agents.

NOTICES.

THE ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG.

THE ANNUAL GENERAL MEETING of the Members of the ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG will be held on TUESDAY the 27th March, 1917, at 4 P.M. precisely, in the CHAMBER OF COMMERCE ROOM, NEW GOVERNMENT BUILDING, for the following purposes:—

- (1) To receive the Report and Accounts of the Committee for the year ended 31st December, 1916.
- (2) To elect a New Committee.
- (3) To transact any General Business.

By Order, E. A. M. WILLIAMS, Secretary, Hongkong, 17th March, 1917.

H.K. POLICE (RESERVE) SERVICE RIFLE CHAMPIONSHIP MEETING

FOR HIS EXCELLENCY THE GOVERNOR'S CUP.

EASTER SUNDAY, April 8th, 1917.

Open to any person in the Colony. Entrance Fee \$1 (to be used in connection with Printing expense).

| Service Rifles. | Open Sights. |
|-----------------|--------------|
| 100 Yards | Grouping |
| 200 " | Deliberate |
| 300 " | " |
| 400 " | " |
| 500 " | " |
| 600 " | " |

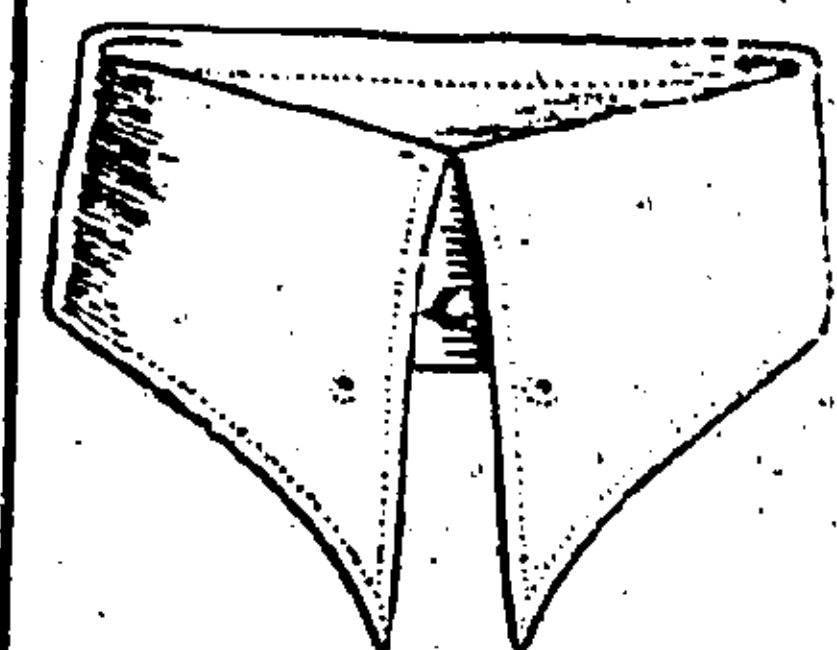
Printed Conditions may be obtained on written application to Inspector H. A. Lammert, Headquarters' Club, H.K.P.R.

SAKURA BEER



SOLE AGENTS: SUZUKI & CO. TEL. 455. ALEXANDER, HENDERSON & CO.

Summit SOFT COLLARS



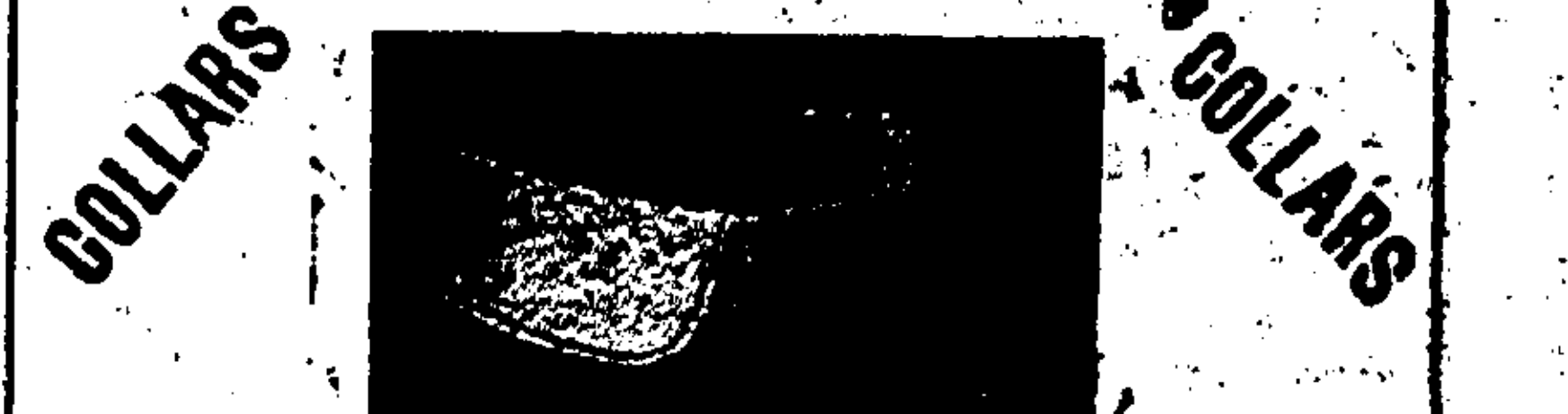
SHAPE 69
A Soft Figue collar with a fairly heavy rib. Its stiffness is just sufficient to prevent it from locking "sloppy." Has a smart appearance and is acknowledged by wearers to be extremely comfortable. Half Sizes: 14 to 18 inches.

MACKINTOSH

Men's Wear Specialists, 16, DES VŒUX ROAD. TELEPHONE NO. 23.

Powell Ltd. TELEPHONE 346

SMART STYLES IN PERFECT FITTING



STOCKED IN 1 1/4", 1 1/2", 1 3/4", 2", 2 1/4" DEEP AND IN QUARTER SIZES. VERY NEAT IN APPEARANCE AND FINISH.

DRESS COLLARS IN THE MOST FASHIONABLE SHAPES.

SOFT COLLARS (WITH OR WITHOUT PIN HOLES).

IN LINEN, FINE REPP, AND MERCEDES CLOTHS.

COLUMBIA GRAFONOLAS AND RECORDS

SUPPLY YOU WITH MUSIC FOR EVERY MOOD.

CLASSICAL, OPERATIC, SONG and DANCE. THE ANDERSON MUSIC CO., LIMITED.

6, DES VŒUX ROAD. TEL. 1332.

THE TOP NOTCH SCOTCH.

"King George V" Scotch Whisky.



THE DISTILLERS' COMPANY LIMITED, EDINBURGH.

CANDE PRICE & CO., LTD. TEL. NO. 235. 16, DES VŒUX ROAD, HONGKONG.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

| For | Steamers | To Sail On | Remarks |
|---|----------|------------|---|
| LONDON & Bombay via Singapore, Penang, Colombo, Port Said and Marseilles. | | | Connecting at Colombo with Australian Mail Steamer. |
| SHANGHAI, Moji and Kobe. | | | Direct Service. |
| SHANGHAI, Moji, Kobe and Yokohama. | | | Direct Service. |
| LONDON via Singapore, Penang, Colombo, Bombay, Port Said and Marseilles. | | | Direct Service. |

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, Dates of Sailings etc. apply to

P. & O. S. N. Co.'s office,
Hongkong, Jan. 2, 1917.

E. V. D. Parr,
Superintendent.

CANADIAN PACIFIC
OCEAN SERVICES
LIMITED

QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver
in connection with the Canadian Pacific Railway.

Hong Kong to Vancouver 17 days.

51,625 tons Displacement, Quadruple Screw, Speed 21 Knots.

Largest and most luxurious ships on the Pacific.

SAILINGS FROM HONG KONG (subject to change) SAILINGS FROM HONGKONG

Calling at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama.
Montevideo calls Moji instead of Nagasaki.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and the United States, also to Pacific Coast Points, European ports and West Indies.

For Further information as to rates of Freight and Passage, Sailing Lists, etc. please apply to

P. D. SUTHERLAND,
General Agent, Passenger Department,
Hong Kong.

J. M. WALLACE,
General Agent,
Hong Kong.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
SHANGHAI and JAPAN PORTS.

EASTWARD.

The S.S. "Japan" tons 6,013. Capt. J. R. O'Sullivan, will be despatched for Shanghai, Kobe and Moji on the 24th instant.

WESTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, Mar. 21, 1917. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS
TO
UNITED KINGDOM AND CONTINENT.

For particulars of sailings shippers are requested to approach the undersigned.

Steamers proceed via Cape of Good Hope,
Subject to change without notice.

THE BANK LINE, LTD.,
General Agents,

or to REISS & Co. Canton
Hongkong, 2 Jan., 1917.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LTD.
Agents.

SHIPPING

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—
Subject to Alteration

| Destination. | Steamers. | Sailing Date |
|--|-----------|--------------|
| LONDON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Madeira. | | |
| VICTORIA, B.C., and SEATTLE via Shanghai, Moji, Kobe, Nagoya & Yokohama. | | |
| CUTTACK via S'pore, P'ang & Rangoon. | | |
| BOMBAY via S'pore, Malacca & C'bo. | | |
| SHANGHAI Moji and Kobe. | | |
| SHANGHAI, Kobe and Yokohama. | | |
| NAGASAKI, Kobe and Yokohama. | | |
| EASTBOUND NEW YORK LINE VIA PANAMA CANAL (CARGO ONLY). | | |

NEW YORK via Manila, San Francisco, Panama and Colon.

NIPPON YUSEN KAISHA.
B. MORI, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
Sailings from Hongkong—Subject to change without notice.

| Steamer. | Displacement | Leave Hongkong |
|--------------|-------------------|--------------------|
| Nippon Maru | 11,000 - 15 knots | 28th Mar. at noon. |
| Shinyo Maru | 22,000 - 21 knots | 2nd Apr. |
| Persia Maru | 9,000 - 14 knots | 16th Apr. |
| Korea Maru | 18,000 - 18 knots | 28th Apr. |
| Siberia Maru | 18,000 - 18 knots | 12th May. |
| Tenyo Maru | 22,000 - 21 knots | 23rd May. |

1st class to London G\$348 (£71.10.0), return G\$676 (£122).
to San Francisco G\$150, return G\$300 (£57.50).
Cargo only. Proceeding to South America Ports.
For this voyage the Persia Maru will call at Honolulu.
Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.
ROUND THE WORLD Tickets issued in Connection with all the Principal
Mail Lines and the Trans-Siberian Railway.
Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, SAN FRANCISCO, HONOLULU, LOLOLO, LOS ANGELOS.
Steamer Tons & Speed Leave Hongkong
Anyo Maru 18,500 - 15 knots 11th Sept.

For Full Particulars as to Passage & Freight, apply to
T. DAICO, Agent,
KING'S BUILDINGS.

JAVA PACIFIC LINE
OF THE
JAVA-CHINA-JAPAN LIJN.

Monthly Service between
MANILA, HONGKONG AND SAN FRANCISCO.
Next sailing for SAN FRANCISCO via NAGASAKI.
Subject to change without notice.
S.S. Bintang 23rd Mar. S.S. Arakan 14th May.
Tjikembang 13th Apr.
ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.
The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon.
Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.
For particulars of Freight and Passage, apply to—
JAVA-CHINA-JAPAN LIJN.
Managing Agents.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.
S.S. CHINA
WILL SAIL FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.
APRIL 15, JUNE 23, 1917.

AN UNSURPASSED HIGH CLASS PASSENGER
SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,
Prince's Buildings, Ice House Street. Tel. 1924.

THE ROYAL MAIL
STEAM PACKET
COMPANY.

Owners of The "SHIRE"
Line of Steamers.

FOR SAILINGS TO AND FROM THE UNITED
KINGDOM AND INTERMEDIATE PORTS.

JARDINE, MATHESON & CO., LTD.
Agents.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

| For | Steamers. | To Sail |
|-----------------------|-----------|----------------------|
| SWATOW/SINGAPORE | Hupoh | 24th Mar. at 9 a.m. |
| SHANGHAI | Yingchow | 25th Mar. at d'light |
| SHANGHAI | Chenan | 27th Mar. at 4 p.m. |
| HAIPHONG | Kailong | 28th Mar. at 10 a.m. |
| SHANGHAI | Sinkiang | 29th Mar. at 4 p.m. |
| SHANGHAI | Anhui | 1st Apr. at d'light |
| MANILA, CEBU & ILOILO | Taming | 4th Apr. at noon. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—Twin Screw Steamers "Chitau," "Taming," and "Teau." Excellent Saloon accommodation Amidships; E. side fans fitted; Extra State-rooms on Deck Aft, on "Taming" & "Teau."

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
S.S. "Anhui," "Chenan," "Sinking," "Yingchow," "Shantung," and "Sinkiang" with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,
Agents.

Telephone No. 35.
Hongkong Mar. 23, 1917.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
CHINA and JAPAN.

| Steamer | From | Departs on or about | Will leave on or about | For |
|-----------|------|---------------------|------------------------|----------|
| Tjitaroem | | in port | 28th Mar. | SHANGHAI |
| Tjiliwong | | 24th Mar. | 29th Mar. | KOBE |
| Tjipanas | | 23rd Mar. | | |

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,
York Building. 115

Telephone No. 1574.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

| Steamer. | Arrive Hongkong from Australia. | Leave Hongkong for Australia. |
|----------|---------------------------------|-------------------------------|
| | | |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

All Steamers fitted with Wireless Telegraphy.
For further particulars, apply to

Gibb, Livingston & Co.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first-class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW AND RETURN.

(Occupying 2 to 10 days.)

| Steamships. | Onboard | Leaving. |
|-------------|------------------|------------------------------|
| Hailong... | J. W. Evans | FRI. 23rd March, at 11 a.m. |
| Haitan... | A. E. Hodgins... | THUR. 29th March, at 11 a.m. |

For Freight and Passage, apply to
Douglas, Laprak & Co.,
General Managers.

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailing from Hongkong—Subject to Alteration.)

| For | Steamship | On |
|---------------------|-----------|----------------------------|
| MANILA | Loongsang | Sat., 24th Mar. at 3 p.m. |
| SHANGHAI via Swatow | Wingsang | Sun., 25th Mar. at d'light |
| HAIPHONG | Loksang | Wed., 28th Mar. at 7 a.m. |
| SANDAKAN | Mausang | Thur., 29th Mar. at noon |
| SHANGHAI | Choyang | Fri., 30th Mar. at d'light |
| MANILA | Yucyang | Sat., 31st Mar. at 3 p.m. |

CALCUTTA LINE—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai. These steamers have excellent passenger accommodation, are fitted with Electric Light and carry a duly qualified surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and 'has had, some direct calling at Swatow. Passengers on this line have a limited amount of passenger accommodation, and the rate of fare is low by comparison with other lines. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, and the rate of fare is low by comparison with other lines.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at other when convenient.

BORNEO LINE—Two sailings per month between Hongkong and Sandakan by steamers having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Koda, Jassien, Labuan, Tawau and Labid Dava.

TIENTSIN LINE—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE, MATHESON & CO., LTD.
Agents.

COMMERCIAL NEWS.

A Kwangai Lumber Mill.

Some Kwangai merchants have come to Peking to apply for permission to establish a lumber mill at Luichow in Kwangai, says the "Peking Daily News." The province of Kwangai possesses rich forests of pine, mahogany and other valuable timber. As prices of timber have risen a good deal, the business of the lumber mill should be very profitable. The Kwangai merchants have sent formal applications to the Ministries of Agriculture and of Communications.

Japan's Coal Trade.

The Kyushu coal export trade of Japan to China enjoyed quite a brightness prior to the war but since the development of industries in Japan due to the war, the coal demand of Japan has advanced to such an extent that the shipments to China may be said to have been entirely stopped, says the "Japan Times." The consumption of fuel has reached such a scale that the present store of the mineral has declined. Recent reports from Moji state that the stocks in and around that city at present are figured at 234,000 tons which, when compared to 2,000,000 tons of the corresponding period of last year, show quite a contrast. Thus it may be seen that the consumption of coal in Japan exceeds the output of the Kyushu mines. Therefore, in view of the 6.5 per cent tariff planned to be levied by China on this material, it will not affect the goods at present or in the immediate future, continues the Tokyo paper, adding: "Even in the slack season in summer no injury is expected to be felt from the protection at the Chinese end."

Shanghai Coal.

Messrs. Wheelock & Co.'s Coal Market Report, Shanghai, 15th March, says:—Japan Coal.—Since last writing the local market has been more than usually quiet:—the rate of freight from Japan to this has gone up to the "record" rate of Yen 6.50 per ton and at this rate it is quite impossible to do any new business unless at very much enhanced prices. One of the large local shipping concerns which did not follow the usual custom here of settling its 1917 requirements before the end of last year, has been compelled to pay about Tls. 150 per ton more than other consumers. In Japan the market remains steady and stocks at shipping ports have fallen to a minimum.—Fushun Coal.—No change. Newchwang is still closed.—Kaiping Coal.—In sympathy with the increased freights, this market remains quite firm. Practically all contracts are now fixed for the year and tonnage is so short that deliveries are only just sufficient to meet the demand.

China-Japan Railways.

The fifth China-Japan Through Traffic Conference is to be held in Tokyo during the early days of next month. The Ministry of Communications is sending a delegation of three members to represent the Chinese railways. The three members will be: Dr. C. C. Wang, Councillor of the Ministry of Communications; Mr. Y. C. Whang, Chief of the Traffic Department of the Ministry of Communications; and Mr. J. F. Foley, Chief of the Traffic Department of the Peking-Mandchuria Railway. Mr. Foley has already set out for Japan, by way of Shanghai; and Dr. Wang and Mr. Whang will leave Peking on the 1st proximo. The chief subjects to be submitted for joint discussion by the Chinese delegation are as follows:—(1). Arrangements for the participation by Yangtze shipping in the China-Japan circular tours and routes. (2). Proposals for an additional Overland Service from Yokohama to Hankow. (3). Arrangements for the issue of return tickets from China to Japan and vice versa, by rail routes. (4). Extension of time availability of tickets between North China and Japan. (5). The admission of the Shanghai-Hankow-Ningpo Railway to the Conference. (6). Preparation of literature concerning the through routes between China and Japan.

For a good solid meal a day, see Table A, page 10.

For a good solid meal a day, see Table A, page 10.

For a good solid meal a day, see Table A, page 10.

For a good solid meal a day, see Table A, page 10.

THE HONGKONG TELEGRAPH. EXTRA.

HONGKONG, WEDNESDAY, MARCH 21, 1917.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

THE GERMAN RETREAT.

British Still in Touch with Enemy.

London, March 20.

Reuter's correspondent at Headquarters says:—Our cavalry and infantry patrols are everywhere active east of our new line. We hold the line of the Somme in strength from Peronne, southward to Camisy.

Our reconnaissance patrols are active as far as Mousang-hausse(?). In several sectors between Arras and Bapaume our cavalry maintained touch with the enemy all day long.

Yesterday there was a good deal of skirmishing, but no heavy fighting.

THE DARDANELLES REPORT.

Outspoken Speech by Mr. Asquith.

London, March 20.

The House of Commons was crowded by distinguished visitors, including those from the Dominions, when Mr. Asquith rose to make a statement on the Dardanelles Report. He asked, if it was in the national interests not to print the evidence, why in the name of common sense and common justice did not the same argument apply to the Report itself? The problems of the first four months of the war were as numerous and as complicated as ever confronted a statesman, and he was content to leave the manner of their handling to the judgment of history. He defended the war procedure of the previous Cabinet and denied lack of precision, or that the experts had not been given opportunities to express their views.

Mr. Asquith took exception to the Commission's reference to Lord Kitchener, after mentioning that Lord Haldane was one of those who most strongly pressed for the appointment of Lord Kitchener. Although the latter was masterful and endowed with a formidable personality, and was disposed to keep his own counsel, it was a complete mistake to suggest that he lived in isolation without consulting military opinion. Upon no man in our history had a heavier burden been laid; hence he (Mr. Asquith) was indignant at the recent attacks on Lord Kitchener.

The expedition was primarily naval, because Lord Kitchener proved to the War Council that troops were not available. The War Council spent three whole days in examining the available resources of men, and even summoned Lord French from France to hear his views. The War Council also ascertained the opinion of other British and French experts. The whole naval expert opinion favoured the enterprise. Lord Fisher's adverse view was not founded on technical naval objections, but on an avowed preference for a different objective in a totally different sphere.

Mr. Asquith, in dealing with the alleged delay in sending troops, including the 29th Division, emphasised the immense difficulties thereof. The Russian position was then bad, and there was urgent pressure by General Joffre and Lord French to keep the 29th Division. Lord Kitchener might have been right or wrong; certainly he had weighty reasons. Moreover, what would have been said if the civilian members of the War Council over-ruled Lord Kitchener? While the operations were proceeding he was in almost hourly consultation with Lord Kitchener, Sir Edward Grey and Mr. Churchill.

He therefore took strong exception to the statement in the Report that the War Council did not meet during the critical period. Speaking of the operations generally, he maintained that they had saved the position in the Caucasus and prevented for months the defection of Bulgaria; had kept three hundred thousand Turks immobilised; had destroyed the *corps d'élite* of the Turkish Army; and had contributed to the recent favourable events in Egypt, Mesopotamia and Persia.

[The concluding portions of the speech are not to hand as we go to press.—Ed. H. K. T.]

THE IMPERIAL WAR CABINET.

Dominion Representatives Greatly Impressed.

London, March 20.

The Dominion representatives were greatly impressed by the tone of the Imperial War Cabinet proceedings, which opened with a speech by the Premier, to which Sir Robert Borden, the Hon. W. F. Massey, General Smuts, Sir Edward Morris, and the Maharaja of Bikanir replied.

The Cabinet then proceeded to ordinary business. Subsequently representatives attended to hear the Dardanelles debate in the House of Commons.

VICTORIA THEATRE.

TO-NIGHT.

THE GRAND PRIZE PHOTO PLAY

OF GREAT INTEREST

FEATURING LILLIAN WEGGINS.

"LILLIAN'S ATONEMENT."

This Marvellous film shows life in all its phases, from selected private gambling resorts to the excitement of a Western mining camp.

Pathe's British Gazette No. 398.
Depicting Latest Incidents

The Great War 1914-17 (Series 19).
Interesting items of the Somme front.

ALSO COMICS.

SEE THE CHIMPANZEES WITH HUMAN BRAINS.

TELEGRAMS.

[Reuter's Service to the "Telegraph."]

(Continued from Page 1.)
EARLIER TELEGRAMS.

AMERICA AND GERMANY.

War Action Foreshadowed.

Washington, March 21.
President Wilson has called an extra session of Congress for 2nd April in order to take action regarding the state of war which admittedly exists between the United States and Germany.

Enemy Subjects Drilling.

Hartford, March 22.
Connecticut and most of the Atlantic States have already appropriated defence funds. The Governor of Connecticut stated that emergency legislation would be expedited. There was extensive drilling nightly of the enemies in their midst and the activities of munition-makers would be a problem in war time.

"War in the Fullest Sense."

Washington, March 22.
The principal copper producers have agreed to furnish the Government with forty-three million pounds of copper for the army and navy for a year at half the market price. State Governors, congressmen, officials and influential citizens have sent numerous messages to the White House in favour of war in the fullest sense.

The Cabinet when deciding to urge President Wilson to convene an extra session of Congress was absolutely united.

It is understood that President Wilson will discuss the need of universal military training.

The proposed Volunteer army of half a million men is intended to be the nucleus of an army of three millions.

TURKEY'S PENDING DOOM.

Arabian Chiefs Revolt.

London, March 21.
In the House of Commons, Mr. Balfour stated that the most important chiefs in Arabia have revolted against the Turks.

As the Turkish force is isolated and Turkish Headquarters could ascertain its position only through the British press, he preferred not to give particulars of the position in Arabia but he regarded it as satisfactory.

The Turkish Rout Described.

London, March 22.
Mr. Candler, the war correspondent, writing from Azizieh on the 3rd inst., describes the splendid work of the Tigris fleet which, jointly with the cavalry, turned the Turkish retreat into a rout. The fleet encountered desperate resistance at Mairkellah, where the river turns back on itself in a complete hairpin bend placing vessels under fire from three sides. Here the enemy artillery and machine-gun teams dug themselves in at the apex of the bend and raked the gunboats coming and going and fired point blank as they passed. Our pompoms and machine-guns enfiladed the positions as the vessels passed. The quartermaster and pilot in the conning tower of one of the monitors were shot dead and the captain entered just in time to save the vessel from running full-steam ashore. The fleet rounded the bend at sixteen knots an hour when they were enabled to work havoc among the Turkish transport, gun teams and horse artillery, effectively co-operating in creating hopeless confusion among the fleeing enemy. The gunboats besides keeping up a brisk fire on the bank were also engaging the enemy shipping at extreme range while we closed up and captured several steamers including the gunboat Firedly which we lost at Ctesiphon. Passing Bghailah en route, we captured a great quantity of military stores and numerous guns.

A WEEK OF SUBMARINISM.

London, March 21.
The Admiralty announces that the arrivals of the past week totalled 2,628 vessels and the sailings 2,554. There were sunk 16 vessels of over 1,000 tons and 8 under 1,000 tons. Nineteen vessels were unsuccessfully attacked. Submarines also sunk 21 fishing vessels including 17 sailing craft.
The Admiralty announces also that two mine-sweepers were mined. In one case there were no casualties and in the other the ship was drowned.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

THE RUSSIAN REVOLT.

A Fraternal Message from England.

London, March 22.
Notice has been given of the following Government motion:—The House of Commons sends the Duma fraternal greetings and tenders to the Russian people heartfelt congratulations upon the establishment among them of free institutions in the full confidence that they will lead not only to the rapid and happy progress of the Russian nation but to the prosecution with renewed steadfastness and vigour of the war against the stronghold of autocratic militarism which threatens the liberty of Europe.

A Good Sign.

Copenhagen, March 21.
The rouble exchange rate is constantly increasing whilst other rates are decreasing, thus showing the confidence of business men in the Russian revolution.

THE GERMAN RETREAT.

Rapid British Advance.

London, March 21.
Field Marshal Sir Douglas Haig reports: We advanced rapidly south-eastward and eastward of Peronne, reaching points ten miles eastward of the Somme, and occupied another forty villages in this area. The enemy is developing considerable resistance at a number of places between Nurlu and Arras, but his rearguards are steadily expelled from their positions and our progress continues. We have carried out successful raids eastward of Arras and north-eastward of Neuville St. Vaast and also repulsed a raiding party eastward of the latter place. The enemy blew a mine south-eastward of Ypres damaging his own trenches.

A wireless German official message says: Apparent engagements on the Somme and the Oise there are of importance.

More Hunnish Barbarity.

London, March 22.
Reuter's correspondent at Headquarters telegraphing on the night of the 21st, describes a visit to Nesk where he was afforded some of the most striking examples of the Hun's barbarous wantonness. The enemy hurriedly departed two days before they intended hence they discontinued the work of pickaxing the buildings and reducing them to mounds of rubble. The streets and bridges were blown up. The correspondent instances the treatment of the once beautiful Chateau Etalon. This was unscathed while the Germans lodged in it but is now gutted of its contents, has every window broken, the door panels bashed in and the balustrade splintered. The inhabitants of Nesk had to attend roll call daily. The Mayor had to stand alongside the commandant and whenever a civilian failed to salute the commandant ceremoniously when answering his name the Mayor was sentenced to three days' imprisonment.

Some Lively Actions.

London, March 22.
The French communiqué says:—North of Ham the situation is unchanged. Our light troops have maintained contact with the enemy between Boupy and St. Quentin. We forced a passage this morning east of Ham at two points on the Somme Canal in face of a vigorous resistance. We cleared the north and east banks of the canal and drove the enemy back as far as the outskirts of Claesmes and Montcourt. The enemy flooded this region. The majority of the villages before our lines are burning in the region of St. Quentin. We progressed north of Tergnier. Some skirmishes took place in the valley of Ailette. The enemy, who were occupying in force the east bank of the Crozat Canal and Ailette, vigorously bombarded our lines. We made considerable progress north of Soissons, fighting several lively actions. The majority of the reconquered villages are in ruins east of the Metze. The enemy launched several attacks on Calonne trench, but all failed.

Features of the Retirement.

London, March 22.
Reuter's representative at Headquarters, telegraphing this afternoon, states that squalls have continued all night long, adding to the discomfort of campaigning but not affecting the ground which remains practicable for the movement of horse and foot and guns. The Germans are leaving many civilian inhabitants whose joy at their liberation is pathetic. In the evening the Germans were falling back faster and making less resistance between Ham and Peronne, but northwards the retirement was more stubborn. Here our advancing troops were frequently met with machine-gun fire by the rearguards. It appears that the pivot of the great German swing has now reached Arras. South of Peronne our patrols are entering smoking villages seven miles east of the river. I am informed on unimpeachable authority that certain German cavalry regiments were ordered to leave horses and gear near the wells. The inference is obvious.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

ITALIANS REPEL ATTACKS.

London, March 21.
An Italian official message states: We repulsed with heavy loss repeated attacks, preceded by violent gas shell-ing, on Costabella.

THE DOMINIONS AND PEACE TERMS.

London, March 21.
An authoritative statement issued regarding the Imperial War Conference says: During to-day's discussion, which dealt purely with preliminaries, a general desire to concentrate all energies on the prosecution of the war was unmistakable. The absence of Australia was much regretted. The feeling is growing that one of the most satisfactory features of the Conference is that it will afford an opportunity to the Dominions to express their views on the peace terms. It is felt more and more that the part they have played in the war and the fact that they regarded it as their own struggle equally with Great Britain fully entitle them to this right.

From this viewpoint as well as others the Conference is undoubtedly an historic event of first importance.

FOOD RIOTS IN BERLIN.

Amsterdam, March 21.
A telegram received here from Oldenzaal on the Dutch-German frontier, of to-day's date, states that there are persistent rumours of great rioting in Berlin, whither regiments from the Eastern frontier are reported to have gone to maintain order.

Later, Reuter's correspondent at Amsterdam reports that the riots in Berlin are owing to scarcity of food.

NEW FRENCH GOVERNMENT'S DECLARATION.

Paris, March 21.
In the Chamber, M. Ribot read a Ministerial declaration stating that the Government is determined to carry on the war to victory. Referring to the German retreat the declaration says:—Although it is doubtless the prelude to further battles in which the enemy will expend his last efforts, France feels confidence in view of the results obtained by the clever strategy of the leaders of the armies. The British and French effectives are superior to the enemy's and France's war material enables her to fight on an equal footing and as long as necessary. Referring to Russia it hopes that the development of republican institutions founded on popular sovereignty may be completed without serious trouble.

The declaration foreshadows fresh taxation and the prohibition of unessential imports.

GERMAN RAIDER'S FATE.

London, March 21.
German telegrams now make it clear that the Zeppelin L39, which was brought down this week at Compeigne, was one of the raiders on England.

TOMMY'S WELFARE.

London, March 22.
In the course of a speech Mr. Hodge outlined a scheme for settling soldiers after the war and stated that he is forming a great central committee composed equally of representatives of capital and workmen. Local committees are being similarly organised who will look after the soldier on the expiration of his month's furlough. Mr. Hodge appealed to employers and unionists for support.

A FREE FIGHT.

Missiles Enough to "Kill Half a Regiment."

It transpired at the Police Court this morning, that there was a fierce free fight between at least fifty or sixty emigrant coolies at their temporary quarters at 2, Smithfield yesterday, in the course of which half bricks, pieces of wood and broken glass were hurled in a really dangerous manner.

One coolie, who had several cuts on his face, appeared to give evidence against six others who were charged, before Mr. O. D. Melbourne, with disorderly conduct. The man stated that he and many more coolies were about to go to sleep on the first floor when the men on the second floor made a lot of noise. He shouted out to them to stop, but they

only made more noise than ever. They later challenged them to fight, but he and his companions refused. The defendants and others then started throwing bricks at them and a free fight ensued. He did not join in, but was struck by missiles.

Inspector O'Sullivan said the place was strewn with bricks and wood. A great many windows were broken and there was enough stuff on the floor to "kill half a regiment." It must have been a very big fight in which fully 60 or 80 men took part. One man had been sent to hospital, but he was not seriously hurt.

It was stated that the men are due to leave by the same ship in a few days' time, and, in view of this fact, and also because the men could not pay a fine, his Worship bound them over to be of good behaviour in the sum of £50 each.

CORRESPONDENCE.

[The opinions expressed by correspondents are not necessarily those of the "Hongkong Telegraph."]

HEALTH OF CHINESE CHILDREN.

[To the Editor of the "Hongkong Telegraph."]

Sir,—I am glad to read the Sanitary Board report appearing in your paper a few nights ago, informing the public that the small-pox is now decreasing in this Colony. I would like, however, to point out the fact that great numbers of Chinese ladies do not know home nursing—especially how to nurse children—so the small-pox attacks these little ones in nine out of ten cases. Furthermore, Chinese ladies often take their children, even of one year old or under, to the Chinese theatres or the cinematograph for the night performances. The children of such an age are easily frightened when the drums are beaten and other loud noises on the stage are made, and are similarly frightened when all the lights at the cinematograph theatres are off. Under the above circumstances I believe that the children are very uncomfortable, and easily contract other sicknesses apart from small-pox. Their eyes are not only no doubt spoiled by the powerful arc lamps at the Chinese theatres, but the little ones will get cold too, when the performance is over at mid-night.

I wish the local authorities would consider the above remarks and would give instructions to all the managers of the theatres requesting Chinese parents not to bring their infants to the theatres for the performances at night.

Yours &c.

MERCHANT.

Hongkong, March 23, 1917.

FORGETFUL JUROR.

Warning of Liability to Fine.

When the Criminal Sessions had been some time in progress this morning, an absent juror appeared and said he was sorry he had not been present at 10 o'clock. He was under the impression that the time was 10.30, and he was in Court at that time.

His Lordship inflicted a fine of \$10, but the juror said that he had a large family, whereupon it was reduced to \$5.

His Lordship, addressing the Press representatives, said he would like it to be known that some people who had been warned did not turn up because they forgot, but he thought that if it were made known that jurors were fined for not being present, they would remember the next time.

FOOTBALL.

Hongkong F.C. v. Royal Engineers.

These teams meet on the Club Ground at 5 p.m. to-morrow. The Hongkong side will be: Goldenberg, Smith, Ballton, Ender, Stewart, Balaion, Walker, Chapple, McTavish and Oleso.

GENERAL SHIPPING NEWS.

Deaths of Seamen.

A return of the deaths of seamen has just been issued by the Registrar-General of Shipping and Seamen, as reported to him for the month of October, 1916. Altogether there were 135 deaths reported, 132 of which were British seamen, 44 Asiatic, and 19 foreigners. The return gives the name of the ship the man was serving on at the time, with the cause and place of death, and diseases of various kinds are given as the cause, such as tuberculosis, to which seven succumbed, eight of pneumonia, 17 of heart failure, whilst 53 lives were lost from drowning. Accidents, suicide, and other diseases were responsible for the remainder.

Carriage of Deck Cargoes.

A storm of controversy has been raised in shipping circles by the recent action of the Government in ordering the covering in of well-docked ships, many authorities in nautical matters maintaining that this is a most dangerous proceeding, and whilst adding only approximately 250,000 tons to our mercantile marine, will considerably jeopardise the lives of our brave sailors. The Mercantile Marine Service Association has displayed very active interest in this matter, and, whilst realising that during war the nation must be prepared to face many risks which would not be incurred in time of peace, the Council strongly protested against this measure. In rough weather a ship, which is heavily loaded has no power to rise to the seas, but simply wallows in them, straining herself unduly, burning extra coal and yet making no headway, while it is felt that our sailors are already running such risks from mines and enemy craft that it is unjust to heap any further anxieties upon them. In a letter recently addressed to the Secretary by a member of that body, the writer says:—"I see the shipping expert of the Government has increased the tonnage by a stroke of the pen, authorising the carrying of deck cargoes. We carry them in this ship, so maybe, you will pardon my remarks on the subject. As a war measure it is undoubtedly good and also far more comfortable than an open deck to walk along in bad weather, providing adequate means are provided for securing the cargo, but I wonder how many ships have any means of lashing a deck cargo beyond the ordinary lashing from stanchion to stanchion and personally I don't think this enough unless the cargo comes well above the bulwarks. In ships fitted with continuous bulwarks it may not be so bad, but where a ship is fitted with part bulwarks and part rails it is simply rotten. I wonder what some other people think about this." The Council of the association, considering that all possible precaution and care should be exercised to ensure the comfort and safety of our sailors in the face of the ruthless attacks of the enemy, recently addressed a letter to the Board of Trade, urging that the crews of vessels might be housed for the duration of the war, either at or amidships, as the present custom of housing in the forecabin exposes these men to great danger in the event of the ship's coming in contact with mines, and stating that this suggestion could be put into instant practice, as there are now many empty berths aft and amidships owing to passenger trade being suspended during the war. The following reply has been received from the Board of Trade:—"29th January, 1917. With reference to your letter of January 4th, on the subject of the berthing of seamen, I am directed by the Board of Trade to state that while they are unable fully to endorse the opinions expressed in your letter, yet, from the information in their possession, it is clear that seamen berthed in the forecabin of a ship are exposed to somewhat greater risk than seamen berthed elsewhere. The question of berthing is primarily one for the owners and the master of a ship, but the Board have suggested to shipowners that they should consider the desirability of berthing seamen elsewhere than in the forecabin in vessels, in which alternative accommodation is available.—I am (Signed), C. Hipwood."

Chinese Mutiny on Japanese Ship.

The crew of the Japanese Harima Maru, composed of Chinese and Siamese, mutinied at Baltimore on January 23, and held possession of the ship for several hours before the men were overcome by the city police. The Japanese chief engineer suffered a fractured skull. Revolvers, marlin spikes and other weapons were used and several shots were fired. The Harima Maru was loaded with a general cargo for Genoa. The cause of the trouble was insufficient food. The mutineers were taken to jail.

Shipmaster's Worry With Stowaways.

Mail advices from Auckland report that Capt. Naegle, master of the steamer Araluen, now en route to Sydney from Montreal, has been caused considerable trouble owing to the presence on board his command of three stowaways. Capt. Naegle's troubles began when the Araluen reached Auckland. He handed the trio over to the police, but after the latter made inquiries they returned the men to the ship, and stated that by the war regulations they could not be allowed to land in New Zealand, as they had neither permits nor passports, and responsibility for keeping them off-shore was cast upon the ship's captain. It is stated that the men got aboard the ship at Panama, were discovered when the ship was 24 hours out of the canal, and were looked up, but managed to get out of the cabin in which they were immured, and it was not until some time later that they were re-discovered, as they had dug themselves into cover in the coal bunkers. It is understood that on account of belief that the men were deserters from the United States Army, the captain communicated with the American Consul at Auckland, and had his information verified by cable. He was consequently desirous of leaving the men at Auckland for transfer back to the States, but the police and Customs authorities, probably in view of the men's names indicating that perhaps two of them are of the doubtful "hyphenated" American variety, refused to allow the men to be landed. It is understood that the three men are still on board the Araluen.—Exchange.

Four New Motor Ships.

The most important order recently placed in the United Kingdom is for four sister ships, each with a carrying capacity of over 13,000 tons and a speed of about 13 knots—essentially the largest and fastest motor vessels yet to be constructed for purely mercantile work, says an Exchange. The length of these vessels is to be approximately 470 ft., and the engines to be fitted in each will comprise two four-cylinder motors of the type installed on the Glen Line's Glenamoy and Glenlyle, the former of which arrived in Shanghai on February 18, but much larger. They are eight-cylinder machines, each developing 3,000 i.h.p., giving a total machinery power of 6,400 i.h.p. These engines will be built on the Clyde, as no doubt will the hulls, the order being in the hands of Messrs. Harland and Wolff, Ltd., and it is hoped that all four ships will be completed well within the next two years. Not only does this machinery power represent the biggest installed in a merchant ship, but it is far higher than was at one time thought possible with motors of the four-cylinder type. At present there are no engines of this design having a greater power than 2,000 i.h.p. each. There are to be certain other features in these ships which will be novel in practice. There will be three Diesel dynamo sets of about 160 h.p. each. Both of the main propelling engines will drive a three-stage air compressor which will provide the main driving, as well as the injection, air, and as a stand-by there will be one spare air compressor driven by an electric motor. This spare compressor will no doubt be required when there is heavy manœuvring to be carried out, but the idea is that in the ordinary way at sea only one Diesel generating set shall be running. When entering port the spare air compressor will be started up and a second generating set put in operation. When all the electric

winches are being used in port for discharging cargo, possibly all three Diesel-driven dynamos will be required! The new ships will be equipped in the best possible manner for cargo carrying, will have funnels like steamships, and at full speed, fully laden, will consume about 18 to 20 tons of oil fuel per day.

It is understood that notice has been given to shipowners that vessels loading cargo in the River Plate may now, as an exceptional war measure, load down to what is known as the Indian Summer Mark, provided that when the ships reach northern latitudes, between October and March inclusive, their Winter Marks are not immersed. This should be quite practical, owing to the fact that, as the ships consume their coals, they are rising steadily in the water. The permission is really in strict accordance with the view long held in certain quarters that the loading of vessels should be regulated scientifically, according to the voyage. There are at present three Plimsoll marks, known as the Winter, Summer, and Indian Summer Marks. Except as regards vessels trading in Indian waters during the Indian summer, ships could only load to the Winter or Summer Marks, according to their position at the time. An anomaly has thus frequently arisen. For instance, it is maintained that vessels loading on the west coast of South America, not below a certain latitude, and proceeding home via the Panama Canal, never experience bad weather until they have arrived on the Atlantic side of the Canal. Consequently, it has been argued that vessels loading at ports not south of Acapulco could safely be loaded so that by the time they reach the Atlantic they are not below their Winter Plimsoll Mark. As indicating the difference in the marks and its effect, the draught of an 8,000-ton, deadweight steamer during the winter may be 24 ft. 10 in.; during the summer 25 ft. 4 in.; and during the Indian summer 25 ft. 10 in. Between the winter and summer marks there is thus a difference of 6 in., and between the winter and Indian summer marks 1 ft. An inch in depth represents, roughly, 40 tons of cargo-carrying capacity, so that in this size of ship an additional 240 tons could be loaded in the one case, and in the other about 480 tons. As the quantities shipped from South America run into millions of tons, and the present permission represents an addition of about 6 per cent. to the carrying capacity of the vessels loading in the River Plate, it means a very substantial increase in the carrying capacity of the ships. In the case of ships loading on the West Coast of South America it would probably represent an increased carrying capacity of about 5 per cent. In certain quarters the recent proposal to close the tonnage openings in all shelter-deck steamers has met with some little criticism. It has to be remembered that a large proportion of shelter-deck steamers are of the passenger and cargo line classes which are now employed, to a considerable extent, in carrying troops, horses, etc., necessitating the piercing of the 'tween decks for ventilation and light. Consequently, in ships so employed the tonnage openings cannot well be closed, and such ships will, of course, be exempted. The present permission, it is to be remembered, all classes of steamers; and no surprise would be expected in shipping circles if the principle of the winter, summer, and Indian summer marks should be extended to other trades where its advantages could be obtained without any additional risk. Further allowances which have been made since Sir Joseph Mackay undertook the duties of Shipping Controller consist of the revision of the regulations governing deck-loads by which vessels which formerly were allowed to carry only nine feet of deck-load may now carry a greater height, while deck-loads are permitted in vessels where formerly they were prohibited. It is calculated that these amendments will add half a million tons to our available shipping.—Exchange.

New Load Line Regulations.

It is understood that notice has been given to shipowners that vessels loading cargo in the River Plate may now, as an exceptional war measure, load down to what is known as the Indian Summer Mark, provided that when the ships reach northern latitudes, between October and March inclusive, their Winter Marks are not immersed. This should be quite practical, owing to the fact that, as the ships consume their coals, they are rising steadily in the water. The permission is really in strict accordance with the view long held in certain quarters that the loading of vessels should be regulated scientifically, according to the voyage. There are at present three Plimsoll marks, known as the Winter, Summer, and Indian Summer Marks. Except as regards vessels trading in Indian waters during the Indian summer, ships could only load to the Winter or Summer Marks, according to their position at the time. An anomaly has thus frequently arisen. For instance, it is maintained that vessels loading on the west coast of South America, not below a certain latitude, and proceeding home via the Panama Canal, never experience bad weather until they have arrived on the Atlantic side of the Canal. Consequently, it has been argued that vessels loading at ports not south of Acapulco could safely be loaded so that by the time they reach the Atlantic they are not below their Winter Plimsoll Mark. As indicating the difference in the marks and its effect, the draught of an 8,000-ton, deadweight steamer during the winter may be 24 ft. 10 in.; during the summer 25 ft. 4 in.; and during the Indian summer 25 ft. 10 in. Between the winter and summer marks there is thus a difference of 6 in., and between the winter and Indian summer marks 1 ft. An inch in depth represents, roughly, 40 tons of cargo-carrying capacity, so that in this size of ship an additional 240 tons could be loaded in the one case, and in the other about 480 tons. As the quantities shipped from South America run into millions of tons, and the present permission represents an addition of about 6 per cent. to the carrying capacity of the vessels loading in the River Plate, it means a very substantial increase in the carrying capacity of the ships. In the case of ships loading on the West Coast of South America it would probably represent an increased carrying capacity of about 5 per cent. In certain quarters the recent proposal to close the tonnage openings in all shelter-deck steamers has met with some little criticism. It has to be remembered that a large proportion of shelter-deck steamers are of the passenger and cargo line classes which are now employed, to a considerable extent, in carrying troops, horses, etc., necessitating the piercing of the 'tween decks for ventilation and light. Consequently, in ships so employed the tonnage openings cannot well be closed, and such ships will, of course, be exempted. The present permission, it is to be remembered, all classes of steamers; and no surprise would be expected in shipping circles if the principle of the winter, summer, and Indian summer marks should be extended to other trades where its advantages could be obtained without any additional risk. Further allowances which have been made since Sir Joseph Mackay undertook the duties of Shipping Controller consist of the revision of the regulations governing deck-loads by which vessels which formerly were allowed to carry only nine feet of deck-load may now carry a greater height, while deck-loads are permitted in vessels where formerly they were prohibited. It is calculated that these amendments will add half a million tons to our available shipping.—Exchange.

Employment in the Merchant Service.

Captain G. G. Gillard, the chief of the Employment Bureau of the Mercantile Marine Service Association, states that during the past week there has been a marked falling off in the demand for masters and officers to fill vacancies, says the Liverpool Journal of Commerce of February 3. There has been such a record of vacancies within the past months that the hull will enable the association to prepare a record of all the members available so that vacancies may be filled expeditiously when a renewed demand is made. The number of men seeking employment at present is appreciably fewer, and there are several vacancies for second officers still offering. Employers in a few cases still fall into the old familiar style of asking for "young men," but there are so few who really answer in the strict sense this designation, that owners find in a man of mature age, a renewal of youth with the very valuable adjunct of experience and many an unexpected "find" has been made in this way. The navigation schools in Liverpool are just now filled to the limit with young men up for their tickets, and those will be available for the extra tonnage the Government will have to acquire. Captain Willott, the Liverpool representative of the association, reports that vacancies are fairly numerous and have been satisfactorily filled. They have applications at present for three masters, a chief officer, and many juniors. There is a very marked diminution of suitable men available, but every care is being taken to give members on shore a chance of making application. Certificated men would do well to send in their names and addresses to either the secretary, Tower-building, Water Street, Liverpool, or to Captain W. A. Willott, Mercantile Marine Service Association, 20, Fenchurch Street, London, E.C., who will give them every assistance to obtain employment, and thus do their bit for the country in the time of need.

[If you have lost your appetite]

one of the big variety of dainty dishes at the ALEXANDER CAFE, is sure to tempt you.

Big Swedish Shipbuilding Contract.

The Grænsgräber - Bolaget (Swedish Iron Ore Company) has closed a contract with Aktiefabriks Götterberg's Mekanism Verkstad, (Göteborg's Machine Works) and Shipbuilding Yard, Göteborg for the construction of 18 large steamers, the contract price of which totals about 40 million kroner (about 2½ million pounds sterling). This is by far the largest order placed with a Swedish shipbuilding yard, and it will take years to complete.

French Colonies and the Tonnage Situation.

Shipping facilities between France and her overseas empire are not what they should be at present, according to the views of several deputies representing Guadeloupe in the French Parliament. These members have petitioned the Colonial Minister, the Minister for Public Works, and the Minister for Transport and Supplies, pointing out the great inconvenience caused by this state of things, and that, at the present time, the connections are almost completely covered. Moreover, owing to favourable crops, the French colonies at present dispose of large quantities of essential matters very necessary for alimentary and industrial needs. On the other hand, there is urgent need in the colonies for large quantities of manufactured articles which the mother country could supply. The attention of the authorities is also drawn to the requisitioning of vessels—the names of which are given—and the hope is expressed that something will be done to mitigate the evil. The colonists in the Antilles are especially anxious regarding the situation, because the tonnage placed at their disposal for the shipment of sugar to Marseilles is barely sufficient, and it is desired that if improvement cannot be effected at least no further depletion will take place.—Journal of Commerce.

Employment in the Merchant Service.

Captain G. G. Gillard, the chief of the Employment Bureau of the Mercantile Marine Service Association, states that during the past week there has been a marked falling off in the demand for masters and officers to fill vacancies, says the Liverpool Journal of Commerce of February 3. There has been such a record of vacancies within the past months that the hull will enable the association to prepare a record of all the members available so that vacancies may be filled expeditiously when a renewed demand is made. The number of men seeking employment at present is appreciably fewer, and there are several vacancies for second officers still offering. Employers in a few cases still fall into the old familiar style of asking for "young men," but there are so few who really answer in the strict sense this designation, that owners find in a man of mature age, a renewal of youth with the very valuable adjunct of experience and many an unexpected "find" has been made in this way. The navigation schools in Liverpool are just now filled to the limit with young men up for their tickets, and those will be available for the extra tonnage the Government will have to acquire. Captain Willott, the Liverpool representative of the association, reports that vacancies are fairly numerous and have been satisfactorily filled. They have applications at present for three masters, a chief officer, and many juniors. There is a very marked diminution of suitable men available, but every care is being taken to give members on shore a chance of making application. Certificated men would do well to send in their names and addresses to either the secretary, Tower-building, Water Street, Liverpool, or to Captain W. A. Willott, Mercantile Marine Service Association, 20, Fenchurch Street, London, E.C., who will give them every assistance to obtain employment, and thus do their bit for the country in the time of need.

[If you have lost your appetite]

one of the big variety of dainty dishes at the ALEXANDER CAFE, is sure to tempt you.

HONGKONG SHARE REPORT.

S.—SELLERS; SA.—SALES; B.—BUYERS; N.—NOMINAL.

OFFICIAL PRICES.

BANKS.

MARINE INSURANCES.

FIRE INSURANCES.

SHIPPING.

REFINERIES.

MINING.

DOCKS, WHARVES, GODOWNS, & C.

LANDS, HOTELS AND BUILDINGS.

COTTON MILLS.

MISCELLANEOUS.

CONNECTED TO MORN' FRIDAY MARCH 23, 1917.

BENJAMIN & POTTS.

Share and General Brokers.

Princes Building.

Tel. address: Broker.

EXCHANGE.

SELLING.

BUYING.

DISCOUNT PER \$100:

Subsidiary Coins.

DISCOUNT PER \$100:

Chinese 20 cts. place 81 1/2 dis.

Chinese 10 cts. place 81 1/2 dis.

French 20 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

Hongkong 10 cts. place 81 1/2 dis.

BANKS.

BANK OF CANTON, LIMITED.

HEAD OFFICE, HONGKONG.

FOREIGN EXCHANGE and General Banking Business Transacted.

INTEREST ON FIXED DEPOSITS:

For 3 Months 3% per annum.

For 6 Months 4% per annum.

For 12 Months 4 1/2% per annum.

LOOK POON SHAN, Chief Manager.

NOTICE.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

7:00 A.M. to 10:00 A.M. EVERY 15 MIN.

10:00 A.M. to 12:00 Noon. EVERY 15 MIN.

12:00 Noon to 2:00 P.M. EVERY 15 MIN.

2:00 P.M. to 4:00 P.M. EVERY 15 MIN.

4:00 P.M. to 6:00 P.M. EVERY 15 MIN.

6:00 P.M. to 7:00 P.M. EVERY 15 MIN.

NIGHT CARS. 11:00 P.M. to 12:00 A.M. EVERY 15 MIN.

12:00 A.M. to 1:00 A.M. EVERY 15 MIN.

1:00 A.M. to 2:00 A.M. EVERY 15 MIN.

2:00 A.M. to 3:00 A.M. EVERY 15 MIN.

3:00 A.M. to 4:00 A.M. EVERY 15 MIN.

4:00 A.M. to 5:00 A.M. EVERY 15 MIN.

5:00 A.M. to 6:00 A.M. EVERY 15 MIN.

6:00 A.M. to 7:00 A.M. EVERY 15 MIN.

7:00 A.M. to 8:00 A.M. EVERY 15 MIN.

8:00 A.M. to 9:00 A.M. EVERY 15 MIN.

9:00 A.M. to 10:00 A.M. EVERY 15 MIN.

10:00 A.M. to 11:00 A.M. EVERY 15 MIN.

11:00 A.M. to 12:00 Noon. EVERY 15 MIN.

12:00 Noon to 1:00 P.M. EVERY 15 MIN.

1:00 P.M. to 2:00 P.M. EVERY 15 MIN.

2:0

TROUBLE ON EMPRESS BOAT.

Tidal at the Criminal Sessions.

The Criminal Sessions re-opened at the Supreme Court this morning, when the only remaining case was taken by Mr. Justice Gompertz.

Wong Kai was charged on an indictment of wounding Wong Lin and Leung On, on the Empress of Russia on December 27, 1916.

Prisoner pleaded not guilty. Mr. G. N. Orme, Crown Solicitor, prosecuted, and Mr. F. C. Jenkin defended.

The jury was empanelled as follows:—Messrs. D. A. S. Allison, O. M. S. Alves, B. K. Rahmed, Moosa Mahomed, Jack Elise, E. Mauricio, G. L. Courtney.

The facts of the case were briefly stated by Mr. Orme, who said that prisoner was a bo'sun on the Empress of Russia on the trip which ended in this Colony on Christmas Eve. On this occasion the vessel made a shorter stay than usual, and some quantity things were rather busy. A number of the hands and some temporary coolies who had been engaged worked overtime, and on the evening of December 27, the to'on, under the arrangements in force, drew pay from the clerk, and paid those men if who were leaving the ship. On the 27th, some 35 of crew were paid off and some 10 or 12 more temporary men were paid for overtime work etc. For some reason, there was a certain amount of dissatisfaction regarding the overtime pay, and a large number of the men gathered round the door of the to'on's cabin. A fight took place, and a few minutes later the two complainants in the case were found on the deck seriously wounded. Wong Lin was wounded in the stomach and was a patient in hospital for seven weeks. The other suffered from wounds in the forehead and had to receive medical attention. It was alleged that the coolies made a reasonable demand in a reasonable way. Apparently the to'on got annoyed, and, arming himself with a knife, brandished it about. He alleged that the two complainants were wounded as a result of his having held them in front of him as a shield to stem the rush. The to'on perhaps considered himself entitled to a certain amount of "squeeze," but whether he took too much, it would be impossible to say.

Prisoner, who said he had been in the employ of the Company for six years, admitted receiving the money to pay for overtime, and said he was entitled to keep back \$15 for washing. That was not "squeeze," but money he had to spend. The man got angry with him and they threatened to stab him. He still refused to pay and he was attacked. One of the complainants tried to stab him, but witness caught hold of him and held him in front to act as a shield against the attacks of the other. He (prisoner) had no knife in his possession at the time and did not stab anybody. He pushed the men off and rushed for his cabin where he locked himself in. The jury returned a verdict of not guilty, and prisoner was discharged.

SHIP'S FIRE.

Outbreak on the S.S. Tai Lee

About eleven o'clock this morning a slight fire broke out aboard the S.S. Tai Lee at the Hongkong and Mowat Wharf. Apparently the oil flagration was caused by the fanning engine, which emitted sparks, and this spread a little to the bunkers, the fire being confined to an area of about four feet. The master of the ship immediately informed the Fire Brigade, which quickly arrived and experienced very little difficulty in grappling with the outbreak. No flames were observed, but dense smoke made the operation somewhat difficult. In half an hour, things were again normal. Very little damage was done.

THE ALEXANDRA CAFE.
Just arrived, Fresh assorted
American "Sweet" & Fry's
Chocolate.

NOTICES.

BARRIBAL PICTURES FREE.

For a limited time only. Anyone returning 10 Empty Westminster "Specials" Cigarette tins to the Westminster Tobacco Co., Ltd., 18, Bank Buildings, Hongkong, will receive free of all cost one of the famous Barribal Girl Pictures, reproduced in Oils, stretched on canvas, and mounted on wooden frames.

The number of these Pictures is limited and the scheme will expire when the supply is exhausted, so you should take advantage of this offer at once.

WESTMINSTER TOBACCO CO. LD.
LONDON.

PUBLIC AUCTION.
GEO. P. LAMMERT.
AUCTIONEER, SHARE &
GENERAL BROKER.

THE Undersigned has received instructions to sell by Public Auction on
MONDAY, the 26th March, 1917,

commencing at 11 a.m. at No. 2 Victoria View, Kowloon. A Quantity of Valuable Household Furniture

Comprising:—
Tapestry covered and leather covered couches and armchairs, teak flower stands, blackwood tables, chairs, and stools, brass standard lamps, electric ceiling and table fans, electric lamps and fittings, oil paintings, pictures, ornaments, lace curtains, etc., etc.

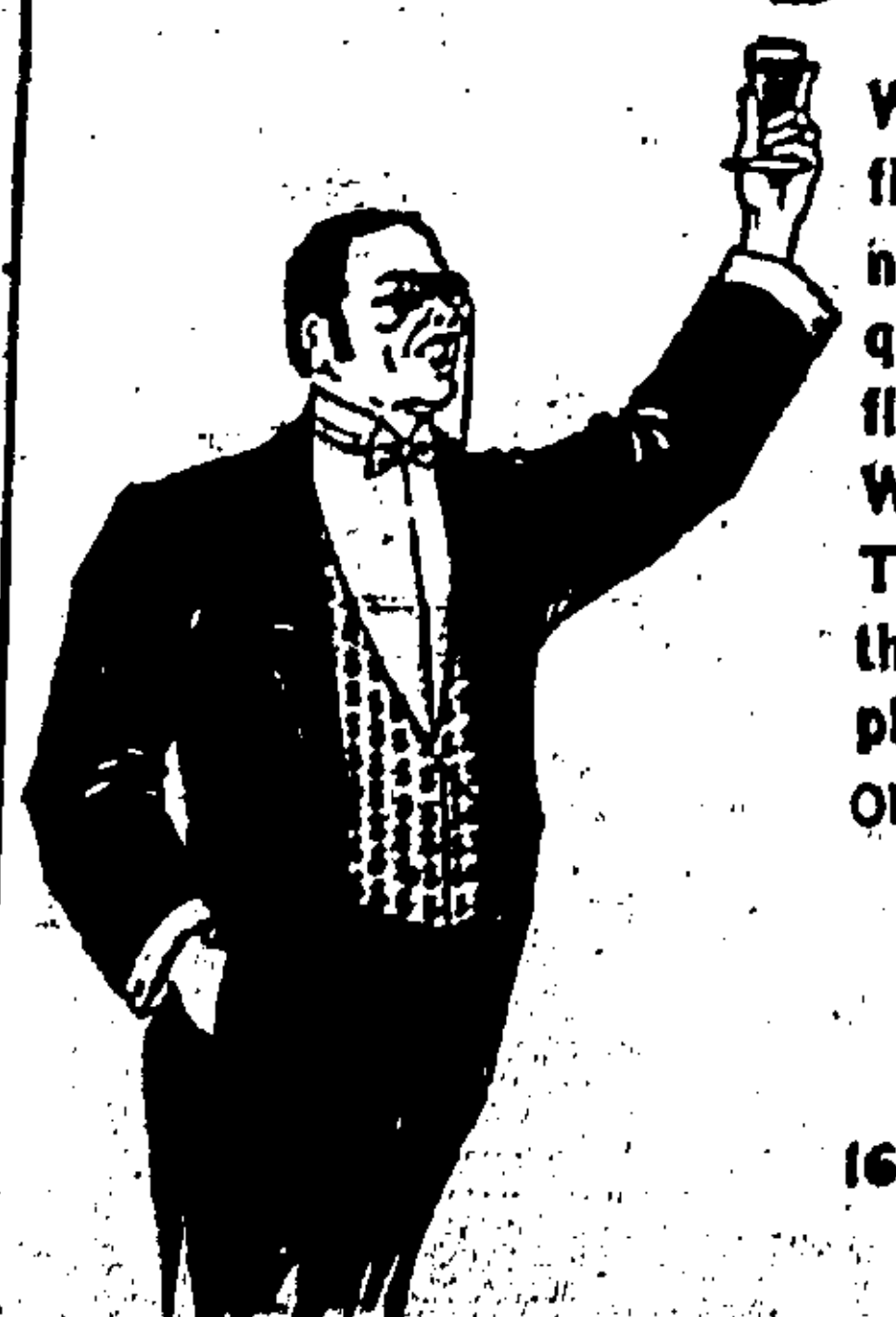
Teak sideboard with bevelled mirrors, teak dining table and chairs, dinner wagon, glass cabinet, tea tables, ice chest, glass and cutlery ware, dinner crockery, etc., etc.
Double and single brass mounted iron bedsteads, teak wardrobes with bevelled mirrors, dressing tables, chest of drawers, marble top washstands, toilet crockery, enamelled bath, etc., etc.

Also
One Cottage Piano by "Arthur Allison & Co."
One American Refrigerator.
On view from Saturday, the 24th inst.
Catalogues will be issued.
Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

FOR SALE.
MOTOR CARS, MOTOR CARS.
1917 Overland Touring Cars.
6 Cylinder, 7 Seater.
GEO. P. LAMMERT,
Duddell Street.
Hongkong, 18th February, 1917.

FOR SALE.
24 "I Z" Slazenger Tennis Racquets.
35 dozen "M & T" Superior Golf Balls.
10 dozen Slazenger Tennis Balls.
10 pieces back stop tennis netting.
Apply:
GEO. P. LAMMERT.

PETER DAWSON'S



WHISKY is for men of refined taste, because it is noted for its splendid quality, bouquet and flavour. SPECIFY P. D. WHISKY in your next order. This whisky will repay all the confidence you can place in it.

Obtainable Everywhere.

Sole Agents:—
H. RUTTONJEE
& SON,
16, Queen's Road Central,
HONGKONG.

NOTICES.

CHINA SUGAR REFINING CO., LTD.

NOTICE.

THE THIRTY-NINTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Peddar's Street, on FRIDAY the 30th instant, at NOON, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1916. The TRANSFER BOOKS of the Company will be CLOSED from the 16th to 30th March, both days inclusive.

JARDINE, MATHESON & CO., LTD.
General Agents.

DOUGLAS STEAMSHIP COMPANY LIMITED.

AN INTERIM DIVIDEND OF FIVE DOLLARS per Share has been Declared and will be Payable, at the Hongkong and Shanghai Banking Corporation on or after WEDNESDAY the 4th April.

The REGISTER of the Company will be CLOSED from SATURDAY 31st March, to WEDNESDAY, 4th April, both days inclusive, during which days no Transfer of Shares can be made.

DIVIDEND WARRANTS will be ready on WEDNESDAY the 4th April, and may be obtained on application.

DUUGLAS LAPRAIK & CO.
General Managers.
Hongkong, 21st March, 1917.

GREEN ISLAND CEMENT CO., LTD., AND REDUCED.

NOTICE is hereby given that the Transfer Books of the Company will be CLOSED from THURSDAY, 1st March, to SATURDAY, 31st March, 1917, both days inclusive.

The return of Capital of \$2.50 per share will be paid to Shareholders on and after the 15th March, 1917, on presentation of Share Certificates for endorsement.

By Order of the
BOARD OF DIRECTORS.
Hongkong, 22nd February, 1917.

G. R. NOTICE.

It is hereby notified that, on and after the 22nd inst. and until further notice, the road from Deep Water Bay to Repulse Bay will be closed to Horse and Vehicular traffic in order to admit of certain improvements being effected thereto.

W. CHATHAM,
Director of Public Works,
Public Works Office.
Hongkong, 20th March, 1917.

ASAHI BEER.



ASAHI BEER
DAI NIPPON BREWERY COMPANY LIMITED
Tokyo, Japan

SHIPPING NEWS.

ARRIVED.

Chabo, Chi., ss. 657, Thompson, 22nd Mar.
— Saigon, 17th Mar., Rice—Chinese.
Haitan, Fr., ss. 1183, Hodgins, 23rd Mar.
— Batavia, 22nd Mar., Gen.—D. L. & Co.
Nippon M. Jap., ss. 2,945, M.L.I., 23rd Mar.—San Francisco 16th Feb., Gen.—T. E. K.
Tijuanas, Dut., ss. 2,444, Luisa, 23rd Mar.—Haitan, 22nd Mar., Gen.—J.C.J.L.
Wellows, Br., ss. 1,677, Pritol and 23rd Mar.—Saigon, 18th Mar., Rice—Chinese.

PASSENGERS ARRIVED.

Bixie A. Murphy Mr & Mrs
Bixie Mrs E. J. E. R.
Clay Mrs Jane Myers J. P.
Carson Miss W. Patterson Mr & Mrs
Evans Mr & Mrs F. E.
Percy W. Porter J. W.
Edall Mr & Mrs H. Porter Mrs M. C.
Eddy Mr & Mrs J. M. Pickett Mr & Mrs
Friedl Mr & Mrs Plimpton Dr & Mrs
B. B. L. K.
Fukuda Dr T. Pendleton Mrs G. A.
Griffiths Miss L. K. Pendleton F. E.
Garcia Mr E. B. Fay, J. Mr & Mrs
Grades T. C. F. E.
Hashimoto Mrs Y. F. C.
Henningsen V. Schwarzkopf Miss G.
Hosokura H. E. Hopkins H. E.
Huddleston Mr & Mrs Schley R.
Immes Capt. R. Smith Miss B. A.
Jaffries Mrs R. H. Spratt Mr & Mrs S.
Jones Mr & Mrs E. Stevenson Mrs J.
Lockney F. A. Wildwood Mr & Mrs
McConihe Mr & Mrs H. W.
Wong Wing-tol
Meyer M. P. Wong Wing-tol M.
Merrill Mrs M.

Campbell Mr & Mrs Smith E.
Frypp Mr & Mrs Smart W.
E. W. Tyle Eng-hoai Mr
King E. T. & Mrs
Kua Pock-hock Mrs Wallace W. J.
Law J. Wong Dr S. W.
Paul Dr D. R.

WEATHER REPORT.

On the 23rd at 11.30—Pressure has increased moderately over S.E. Japan and decreased moderately over central and S.W. Japan. Changes elsewhere are slight.

A strong anticyclone is central to the north-east of Hokkaido, and a moderate anticyclone is central to the north of the lower Yangtze Valley. A shallow depression lies between the Bonins and the Loochoos.

Moderate to fresh monsoon is indicated along the coast of China and over the north part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. today, 6.00 inch. Total since January 1st, 1.29 inches, against an average of 5.18 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.
1. Hongkong to Gap Rock—N.E. winds, moderate to fresh; sea to be choppy.

2. Formosa Channel—N.E. winds, strong.

3. South coast of China to—The same as No. 1.
4. South coast of China to—The same as No. 1.
T. F. CLAXTON, Director.
Hongkong Observatory, Mar. 23, 1917.

METEOROLOGICAL.

Previous Day On date On date
at 9 a.m. at 9 a.m. at 9 a.m.
Barometer 30.02 30.07 30.03
Temperature 67 63 67
Humidity 73 81 65
Wind Direction E E E
Force 4 4 4
Weather 0 0 0
Rain 0.00 0.00 0.00
Highest temp at Temperature on the 23rd 67
Lowest 63
H.K. Observatory, March 23, 1917.
T. F. CLAXTON, Director.

TIDE TABLE.

From 19th Mar. to 25th Mar.

| T. H. | High Water | Low Water | High Water | Low Water |
|----------|------------|-----------|------------|-----------|
| Day | Time | Time | Day | Time |
| Mon. 19 | 7.45 | 4.15 | Wed. 21 | 7.45 |
| Tue. 20 | 7.45 | 4.15 | Thur. 22 | 7.45 |
| Wed. 21 | 7.45 | 4.15 | Fri. 23 | 7.45 |
| Thur. 22 | 7.45 | 4.15 | Sat. 24 | 7.45 |
| Fri. 23 | 7.45 | 4.15 | Sun. 25 | 7.45 |

In morning, a afternoon.

THE ALEXANDRA CAFE
Cannot be beaten. If Equalled
for Bread, Cakes, Confectionery,
and meals with Wine & Liquors.

ENTERTAINMENTS.

CLARKE'S CIRCUS.

EVERY EVENING at 9.15.

Children Half Price.

Afternoon Performance

SATURDAY At 5.30.

BOOKING AT THE ROBINSON PIANO CO.

VICTORIA THEATRE.

Friday, 23rd March, 1917.

The Grand Prize Photo Play.

IN 5 PARTS.

"LILLIAN'S ATONEMENT."

"Pathe's British Gazette."

"GREAT WAR."

"THE GHOST FAKERS."

Booking at ANDERSON'S.

BIJOU THEATRE.

The Constant Theatre in Hongkong.

TO-NIGHT!
"THE MASTER KEY."
12TH & 13TH EPISODES.
Entitled:—"The Sailors Kill all the Priests."

CAUMONT GRAPHIC and Comies.

SATURDAY, 24th inst. The Final Episode of this Serial will be screened.

HONGKONG THEATRE.

(OLD LAND OFFICE BUILDING).

MARCH, 21ST, 22ND & 23RD.

Showing:— 9th and 10th Episodes of

"THE GODDESS."

ALSO KEYSTONE COMICS.

SATURDAY, March 24th.

See:—"PEG, O' THE RING." (9th & 10th Episodes).

NOTICE.

HONGKONG CLUB.

NOTICE.

THE THIRTY-FIRST Yearly General Meeting of the Members of the Hongkong Club, will be held in the Club House, on THURSDAY, the 29th March, 1917, at 5.30 P.M.

By Order,
E. DES VCEUX,
Secretary.

Hongkong, 16th March, 1917.

NOTICE.

THE HONGKONG & SOUTH CHINA WAR SAVINGS ASSOCIATION.

APPLICATION forms for Membership of the above Association may be obtained from all the Banks or from the undersigned.

THE UNION INSURANCE SOCIETY OF CANTON, LTD.
Honorary Secretaries & Treasurers.

Hongkong, 15th January, 1917.

Printed and Published for the Proprietor, by George Williams

Cable Street at 11, Lee Hoan Street, in the City of Victoria

Hong Kong.